

THE COMPLETE STORY

Of the Factional Discords in the Richmond Terminal Company.

CALHOUN, THOMAS AND FINK ALL TALK,

Giving The Constitution the Inside History and Aims of All Parties to the Present Entanglement.

THE CONSTITUTION today gives the whole story of the Richmond Terminal complications.

Mr. PAT CALHOUN tells of how the differences grew into shape.

General THOMAS explains his purposes for the future.

Mr. HENRY FINK, the head of the East Tennessee, describes the relations between the two corporations.

Vice President RUTHERFORD speaks for the immediate management of the Richmond Terminal.

Knowing the great interest felt by the people in these matters, THE CONSTITUTION on Monday night wired Mr. E. W. Barrett to proceed from Washington to New York, and to get at the bottom facts. This he did, and the very satisfactory result follows:

The Trip to New York TO FIND OUT THE TRUE STATUS OF RICHMOND TERMINAL AFFAIRS.

New York, January 5.—[Special.]—General Sam Thomas, Calvin Brice, young George Gould and several others have gotten control of the Richmond Terminal and all the railroad properties that company owns and controls. They have ousted the two Calhouns—John C. and Pat—that is ousted them from the control of the Georgia Central, one of the Terminal's roads, and they immediately resigned from their other offices, except from the board of Terminal directors. Of course this is the sensation of Wall street, as it is of Georgia and all the south.

John H. Inman remains just where he was. Indeed, the Inmans and the Calhouns have dissolved and Mr. Inman and his other old associates are now with the Brice-Thomas element. Personally the Inmans and Calhouns are yet decidedly friendly. The Calhouns are in the Terminal directory yet and there is going to be war in that board yet, although the Calhouns are in the minority.

Confidence in Mr. Inman. Colonel John H. Inman will remain as president of the Richmond Terminal Company and the Richmond and Danville system of railroads for the present. He might remain president permanently. General Sam Thomas and Mr. Brice have great confidence in his ability, but one of Mr. Inman's friends told me that he had sacrificed much for the company, and when a suitable man can be found to succeed him he would prefer to retire.

Colonel Inman has been confined to his home with the grip for three weeks, and has not attended any of the recent meetings. He was at his office a few minutes today for the first time, but said he was too ill to discuss either the Terminal situation or the ousting of the Calhouns.

Will Remain in Atlanta. From another director I learned that although rumor has been to the contrary, the headquarters of the operating department of the road will remain in Atlanta, and that the system will hereafter be under the absolute control of three men, General Manager W. H. Green, Traffic Manager Sol Haas and Vice President Andrews.

These men will operate the road according to their own ideas as practical railroad men. The talk of General Manager Green being succeeded by Cecil Gabbett is bosh. Captain Green is a fixture. All the directors and officers consider him the best man in the country for the place, and I have it from a half-dozen that he is in for life.

There is some talk about the offices here as to whether General Alexander will remain at the head of the Central organization. A slight fight has been made on him, but the board will take no action now, and I have it quite authoritatively that he will remain, at least for this year.

Now as to the ousting of the Calhouns from the Central directory—the sensational phase of the Terminal complications. Numbers of reasons have been given and a wonderful amount of ill feeling has been stirred up here as well as at home over it. One of the principal reasons assigned is Pat Calhoun's political aspirations and past contacts in Georgia.

A Published Interview. The New York papers have had much speculative matter about it. The Times has an interview from Savannah with General Alexander in which he says:

"I knew three months ago that the Calhouns were to be dropped, regardless of developments since. I furnished the names of their successors, as developed today, before this divided quarrel arose. Calhoun's insinuation that the Richmond Terminal will wreck the Central is unfortunate and improbable. They paid \$8,000,000 for the stock of the Central, which they hold, and through which they control it. They know, as I know from years of experience, that \$10 can ultimately be made by the honest management of such a property as the Central where \$1 would be made by trickery and dishonest workings. Because they have so much invested, and so much at stake, I say the Richmond and Danville would not wreck the road, as Mr. Calhoun says they propose doing, even if they could."

This led to a telegraphic correspondence between General Alexander and the Calhouns, which has been going on today, and might develop some interesting features later.

The Story in The Sun. The Sun has a story in which it said: It is understood that one of the main reasons why the Calhouns were left off the board is that

during the last year or so they have heaped up large personal claims against the company, and the new Richmond Terminal management thought it was a good idea to have a disinterested board to audit these accounts. Hitherto the Calhouns have passed upon their own claims. It is said that one of the claims amounts to nearly eighty thousand dollars, and the commissions for services rendered, etc., make six figures. One of the board of directors thought that it was eminently fitting that the two largest stockholders in Georgia should pass upon these claims. The new board of the Georgia Central, as well as that of the Richmond and Danville, yet to be elected, will serve only temporarily, until the plan of permanent organization to be submitted by the Olcott committee is voted upon by the stockholders.

What the Calhouns Say. In order to get at the true inwardness of the situation, I have talked with both Messrs. Pat and John C. Calhoun and all the powers that be of the Richmond and Danville and Terminal companies. They are all here today, including General Manager Green, Mr. Haas and Colonel Andrews. Their statements are interesting; indeed, some of them are sensational.

The Messrs. Calhoun still have the "Central Railroad of Georgia" painted on the glass door of their office, at 80 Broadway.

What Pat Calhoun Says. Mr. Pat Calhoun did not seem at all annoyed over what has occurred. Indeed, he appeared as smiling as though he had been elected president of the great system, instead of being dethroned from some of his power. He had just been in to shake hands with Mr. Inman and congratulate him upon his improved health.

"The issue," said Mr. Calhoun, "between certain gentlemen in the Terminal directory, who now control the policy of that company, and myself is in no sense personal. It grew out of divergent views in regard to the plain principles of right and wrong. The effort to make it appear that my letter to the people of Georgia was caused by the fact that my name was dropped from the list of the Central directors is without justification."

"Will you give us the facts transpiring in the Terminal board that precipitated your resignation as general counsel more fully than is stated in your letter?"

"Certainly. The misrepresentations that have been made render it entirely proper. Mr. Brice, as chairman of the committee appointed to nominate a board for the Central, reported that the action of the board of directors of the Central Railroad, in refusing to accede to the wishes of the Terminal board to deliver Central securities to the Richmond and Danville company, rendered it necessary for the Terminal company to elect at least a majority of the Central directors, who would carry out its demands."

He then stated that his committee had so far agreed upon the following names: V. E. McBee, the Richmond and Danville general superintendent of the Central railroad division; G. M. Sorrell, general manager of the Ocean Steamship Company; John W. Hall, treasurer of the Richmond and Danville road; J. P. Minetree, general purchasing agent of the Richmond and Danville road; Myron Johnston, a gentleman whom I do not place; J. C. Maben, James Swann, Hugh Inman, C. H. Phinizy, E. P. Alexander, U. B. Harvill and Jacob Kousers; but that on behalf of the committee he would ask the board to give authority to make any further change the committee thought advisable in order that the Terminal company would be certain that its wishes and demands would be carried out. The records of the Terminal company will show that the above list of names is the board proposed for the Central road by the committee.

"As soon as Mr. Brice had submitted his report I stated that it was a surprise to me to attempt to elect officials of the Richmond and Danville road to the Central board, when there was a large claim growing out of the operation of that road by the Richmond and Danville; would be extremely detrimental to the Terminal company, and to the railroad interests generally in the south, such an action could not approve, and I made vigorous protest against it. I stated that the directors of the Central road were gentlemen of high character and that I was positive they would at all times be ready to do everything that was legitimate and proper to further the interests of the Terminal company, but that they could not be expected to take the securities of their company from its treasury and deliver them to the Richmond and Danville road."

The Brakes Put On. "I further stated that the present directors of the Terminal company were only temporarily elected; that the board knew my position was that all the important railroad boards should be at the disposal of the permanent management which is to be elected at the meeting of the stockholders to be held later on. I stated I was perfectly satisfied that no gentleman sitting on the Central board would care to remain there in opposition to the wishes of a majority of the stockholders, but that we owed it to ourselves and to them to treat them with proper courtesy. I then offered the following resolution:

"Resolved, That the proxy of this company be directed to vote the stock owned by it in the Central Railroad of Georgia at the annual election of that company, to be held in Savannah, Ga., on January 4th, for the present board of directors, with the understanding that the resignations of the directors thus elected should be accepted, so that changes may hereafter be made in that board in accordance with the wishes of the permanent board, if such changes may be desired."

"Upon this resolution I demanded the yeas and nays, and it was lost by a vote of 7 to 3. Those voting yeas were John C. Calhoun, James Swann and myself. Those voting against were Messrs. Brice, Moore, McGhee, Maben, Rutherford, Logan and Strong. These

were the only members present, except Mr. Wormser, who declined to vote.

"The report of the committee was then voted upon, and by the votes of the same gentlemen who opposed the election of the old board was adopted. The last action was drawn and I determined to check these gentlemen in the outrageous programme they were pursuing by vigorous action. I offered my resignation as general southern counsel, and demanded its immediate acceptance."

"Mr. Brice and the other members of the board requested me to withhold it at least until Monday to see if the differences between us could not be adjusted. I stated in reply that our differences seemed to me too radical, from the fact that they grew out of our different conceptions of right and wrong; that I could not be put in the position of advocating the election of the board nominated by the committee. I felt that the time for positive action had come, and while I do not for a moment think that the Richmond and Danville officials named by the Terminal board could be made to deliver over the Central assets, I felt that the election of such a board at this time in Georgia, with the public sentiment inflamed by default on the Central dividends and the threatened default on its securities, would seriously endanger the entire railroad interests of the south and shake public confidence to its very foundations."

"I had heard it intimated before I went into the board meeting that there would be a clean sweep of the old Central board, with the exception of General Alexander, and the power that the committee asked for to make further changes clearly indicated to my mind the purpose of attempting to carry out their declared intention of putting in a board who would obey their orders, and turn over to them the assets of the Central road. After my resignation and my vigorous protest the board seemed to realize the danger in what they were placing themselves, but I had no positive assurance at the time my letter was written that they had entirely abandoned their purposes."

"Do you mean, Mr. Calhoun, to imply that the committee had reported the board elected on Monday for the Terminal railroad that you would not have resigned?"

"I not only imply it, but state it most emphatically. My resignation as general southern counsel was not brought about by the fact that my brother and myself were dropped from the Central board. For six months I have patiently borne personal annoyances much more serious. I was held out to Georgia some six months ago in the most positive way as vice president, and the public was notified that I was placed in charge. I did not seek the position and consented to accept it only to try and aid Mr. Inman, and to do all in my power to serve the interests I represented and our section of country. The Danville board failed to confirm my nomination and in spite of the fact that there were many things done which I did not approve, I remained quiet lest any open rupture on my part might injure the very interests I was trying to serve. The difference between some members of the board and myself in regard to their breach of faith in breaking their pledge to co-operate with the committee appointed by the stockholders, by the use of those names that were elected to the directory of the Terminal company, was pronounced, and I have never, in public or private conversation, characterized their action as severely as I did in the Terminal board meeting, and yet I did not resign. My object in not coming to an open rupture with my associates who differed from me because I thought all interests—both that of the company I represented and that of the public—were best served by my silence. I desire, if possible, to exhaust every means to secure harmony among all the varied interests represented by the Terminal company, and I was ready, at any time, to make any personal sacrifice to secure that end. But when the Terminal directors attempted to do what cannot be justified, such a protest as was made check them became necessary."

General Alexander's Statement. "What have you to say in reference to General Alexander's claim that your statement is extremely improbable?"

"He could not so characterize the statement that I am not in accord with a majority of the present board of the Terminal company; nor the fact that these gentlemen have broken faith with the stockholders who elected them and repudiated their pledge to co-operate with the committee appointed by the stockholders; nor the fact that they defaulted on the Central dividend, which was due under the lease on the 20th of December, and that on Wednesday, the 30th of December, the Danville executive committee declined to meet the obligations of the Central railroad due on the 1st of January unless the Central securities were delivered to the Danville company; nor the fact that the Danville executive committee passed a resolution notifying the Central board of this determination; nor the fact that my brother and myself, on Wednesday and Thursday mornings, arranged for the money to pay these maturing obligations; nor the fact that Mr. Inman left his sick room and came down town on Thursday to prevent such a disgraceful default; nor the fact that it was publicly announced in the Terminal board meeting on Saturday that a change in the Central board should be made because the existing board had declined to deliver up its securities."

"The notes of the minutes of the meeting will show this fact. He seems to differ with me as to the conclusions I draw from these facts. As soon as I saw the dispatch in yesterday's issue stating that the committee proposed my statement as, 'to say the least, highly improbable,' I wired him to know if this statement was true. In reply I have the following telegram from him:

"I have not used the words, 'denounced' or the expression 'to say the least,' in reference to your statement, but have said that the motives assigned the Danville board seem to me highly improbable."

"Of course admitting all the facts, he has a perfect right to draw his own conclusions as to the motives of these gentlemen. If I were approached by a set of determined men, who bore the reputation of having robbed, and told to stand and deliver I should assume that they intended what they said. So when I see gentlemen, who, however unjustly, have been associated with the wrecking of roads entering upon a policy which if pursued would inevitably lead to disastrous results, and who positively declined, on the 30th day of December, to pay obligations maturing two days later and amounting to the large sum of over six hundred thousand dollars, when they knew that the Central was necessarily unprepared to meet such an emergency, my property which was in possession of all her earnings, I must conclude that they intended the necessary result of their action."

The New Central Directors. "How do you feel about the Central board?"

"I am of course highly pleased with its composition. I think the selection of General Jackson and Mr. Mills, as large representative

minority stockholders, particularly fortunate. My opinion of the old board is best shown by my effort to secure their re-election, as appears from the resolution which I have given you, and by the fact that by my own letter that they declined to deliver up the securities of their company to the Richmond and Danville. This required firm action in the face of the pressure necessarily brought upon them to prevent, by a delivery of their securities, a default upon the obligations of the Central system on the 1st of January, the disastrous consequences of which can hardly be estimated."

"I am entirely satisfied with the result of my vigorous protest in the Terminal board and the prompt severing of my official connection with the company. I believe now that every Central security holder is perfectly safe as long as the present board remains."

"What is your advice to our people, in view of recent events?"

"Simply to remain quiet and not be frightened out of their securities or take any action that could jeopardize their railroad interests. I believe that we have safely passed through a serious crisis, and I sincerely trust that the gentlemen controlling the Terminal company will so manage its affairs as to gain the confidence of the entire public. I am a great believer in the effect of public opinion. I do not believe that any man can be robbed on the public square. If his fellow citizens are notified beforehand of the attempt, and I think that the result of the recent differences has been to make Central securities safer than ever. There is no more powerful weapon than publicity."

"You know that my study for years has convinced me that the best interests of our state and section are to be subserved by the consolidation of the three great systems controlled by the Terminal company, and however much I may be opposed to the methods of those now in control of the Terminal company, this cannot affect the great public interest served by the consolidation of these properties. It is immaterial to the public whether I have been betrayed, deceived, defeated or deposed, their interest remains the same. The people should always watch these things with a vigilant eye, but their actions should be governed by that wisdom and moderation which stands as the emblem of our state."

"Do you intend to remain with the Terminal company?"

"Yes, until a permanent management is elected. I regard the present board as merely holding temporarily until another stockholders' meeting."

General Thomas Talks. HE IS WORKING FOR THE BEST INTEREST OF THE STOCKHOLDERS.

After seeing the Calhouns, I went into the office of the Terminal company. Cal Brice had gone over to Washington to take his seat as senator, but General Sam Thomas and many of the other directors and officers were there. General Thomas is a handsome man, indeed, his bright eyes, iron-gray mustache and magnificent, erect physique is evidence that he will be the general of whatever he undertakes. His conversation is plain, frank, to the point, and his voice is such as would indicate a great orator were he on the floor of the senate in place of his friend, Colonel Brice.

"There is no change in the relations of the Central and the Richmond and Danville," said he. "So far as the relations of the Calhouns are concerned, I much prefer that the Calhouns would state the reasons why they were not re-elected as directors of the Central. I am, however, anxious to be quoted in this: Nothing is going on in New York not in the interest of the security holders. We are seeking to have the ablest and most intelligent management of these properties in order to get the best results. It is a mistake to assert that it is for the purpose of elevating any particular men or party to power, or for the purpose of humiliating or injuring any one. If the changes are made it is done not as a reflection upon any of those who may be dropped out, but in order to secure harmony and co-operation of the largest body of security holders in the work of placing the Terminal properties upon a sound basis."

"Some disagreement has existed in the past, and there may be some in the future, but this disagreement arises from honest differences among business men, and does not carry with it the suggestion of any sinister motive. We believe the Richmond and West Point Terminal properties to be sound financially, capable of earning all its fixed charges, and that its securities should command a much higher price in the market. We also believe that the Olcott committee, appointed by the stockholders, will present a plan to the public which will simplify the statement of the securities of the company, that the public will be enabled to more thoroughly understand and appreciate the value of these railroad properties in the south."

"The inspiration for the present movement that has attracted so much attention comes entirely from large bodies of stock and bond holders, and not from any particular person. In their efforts to place these properties on a sound basis and under a competent management, changes may be made in the personnel of some of the roads, but the object aimed at is only that which will secure the best service for the people of the south and the best results for the men who own investments in the properties. It is confidently hoped the Olcott committee, charged with a great and responsible duty, may be able to report with the next ten days. In the meantime, ample funds are on hand to meet all engagements of the various properties and no creditor need feel any alarm about the situation."

"What of the Central stock?"

"I know no reason why Central stock should depreciate. On the contrary, the property is likely to have better management in the future than it has ever had before. It is a great property, capable of earning its fixed charges and dividends and the Terminal company, as the owner of a large proportion of the stock, will do everything that is possible by efficiency and economy to make that company earn more money in the future than it has earned in the past."

Relations of the East Tennessee. I then talked with Mr. Henry Fink, vice president of the East Tennessee system, about the effect the Terminal changes would have upon his system:

"None whatever," said he. "I know nothing whatever about the Terminal affairs except as connected with the East Tennessee. The Terminal people and the East Tennessee people are bound together. General Thomas is president of our company, and he is in the Terminal, but the East Tennessee stands on its own bottom. General Thomas is a man of great financial backing fully able to carry it, and as for that matter the Terminal, too. No changes or rows in the Terminal can affect people of the East Tennessee. General Thomas is not so good with us on account of the bottom dropping out of some of the southern booms and the low price of cotton, but we are doing very well."

Vice President Rutherford's Explanation. I next talked with Mr. J. A. Rutherford, third vice president of the Richmond and Danville.

"The Calhouns, I might say, were dropped

from the Central board because it was to the best interest of the company to have others in," said he. "The primary reason for dropping them was because we felt the interest of all parties would be served by putting them in their places gentlemen who represent the largest interest in the minority stock. Those representing the majority wanted the people of Georgia who represent the largest minority to be with them working for the best interests of the company. We have all the Central stock we want, and we desire that the minority stockholders work with us. We are in it to make it pay and will work to that end. The changes in a few directors don't affect values. Central stock should go up instead of down. We want it known that our companies have no desire to shape political affairs in any state. We have been mixed up in these affairs. The people have been charging us with interfering in local political affairs and it has injured us. No railroad has any right to enter political contests through its officers."

"I want to say the office of general southern counsel has been abolished and no successor to Mr. Calhoun will be appointed. The management intends to cut off all unnecessary expense."

"Now, as to the Central dividend—the Richmond and Danville had advanced certain sums to the Central and, naturally, wanted to be protected. On the 1st of June the Richmond and Danville took possession of the Central. The Central owed the Richmond and Danville about eight hundred thousand dollars, and for this the latter wanted collateral. It was finally settled by General Alexander, for the Central, placing in escrow with the Central Trust Company \$500,000 of New England Steamship Company bonds to settle the differences between the two companies; when that was done the dividend was promptly paid. The Central lease will hold that the state-ments to the effect that we were attempting to break it are absurd. The Central is a valuable property and we shall hold it as it is. No changes will be made in the operating department."

Mr. Maben, the New York director of the Central, and all the other directors talked with me about the matter, but added nothing to what General Thomas and Mr. Rutherford covered. All, however, said there was no truth in the charges that the Calhouns passed upon their own claims against the Central. Their claims were settled upon by a board of arbitration.

The affair has created a genuine sensation here. The railroads will not be affected now. Indeed the companies are in better financial shape than a year ago, but the personal controversy between the Calhouns and the controlling element is apt to be quite lively.

E. W. BARRETT.

THE BALTIMORE AT HOME.

An Investigation of the Chilean Assaults to Be Made.

WASHINGTON, January 5.—When the secretary of the navy was informed this afternoon of the arrival of the cruiser Baltimore at San Francisco, he sent a telegram to Captain Schley, commander of that vessel, acquainting him with the purpose of the visit. General Remey's mission to San Francisco, and instructing him to afford that officer every facility for the prosecution of his inquiries. Remey was sent to San Francisco to make a careful and thorough investigation of all the circumstances connected with the assault on the crew of the Baltimore at Valparaiso, and to that end will examine all the officers and sailors on that vessel having any information on the subject.

INTO A GORGE.

A Western North Carolina Train Tumbles. Four Men Killed.

ASHEVILLE, N. C., January 5.—Today on the Murphy branch of the Western North Carolina railroad, forty miles from Asheville, the engine of a west-bound freight, while detached at a heavy grade, became uncontrollable and dashed down the track at a fearful speed. At Dyke Ridge trestle it left the rails and plunged into a gorge, landing in Scott's creek, more than one hundred feet below.

The following men were killed: Samuel Francis, engineer of Asheville; Sam Arthur, fireman, and Rufus Houshally and a colored hand.

BULKLEY SUSTAINED.

The Supreme Court Sticks Close by Republican Rascality.

HARTFORD, Conn., January 5.—The supreme court has unanimously sustained the denunciation of Governor Bulkley, hold-over republican governor, in the quo warranto to the suit of Morris, late democratic candidate. The court says that the denunciation of the governor is a responsible adjunct to the choice of governor, as it furnishes the only authentic evidence of an election. Judge Morris has not been declared elected by the house.

Bulgaria Will Not Back Down.

PARIS, January 5.—The reply of Bulgaria to the note of France, demanding the withdrawal of the decree of expulsion, issued by the Bulgarian government against the French agent in Sofia, Agence Havas, a French news association, is regarded in official circles as a refusal of all the French demands made in connection with the case.

The Woman Given Her Life.

RALEIGH, N. C., January 5.—[Special.]—The clemency of Governor Holt, Henrietta Melvor, who in Duplin county last month murdered her young son, and was sentenced to be hanged on the 27th instant, has been given a seven years' sentence instead.

Dawson's New Church.

DAWSON, Ga., January 5.—[Special.]—The cornerstone of the Methodist church at Dawson, built by the Masons. Grand Warden Reuben Jones delivered an impressive address. This and the Methodist church built this year will cost the town \$25,000.

TELEGRAPH BREVITIES.

A nephew of President Harrison died yesterday in Nashville.

Secretary Foster contemplates a trip south for the benefit of his health.

Conductor Frank Mahan was crushed to death under a car in Louisville, Ky.

Two passenger trains on the Wabash road collided and a fireman and engineer were killed.

The public schools at Genoa and Milan have been closed in consequence of the epidemic of influenza.

A meeting of the executive committee of the National Association of Democratic Clubs will be held in Washington on the 20th instant.

The value of cutlery exported from Sheffield to the United States during the year 1891, was less than half the value of that exported during the preceding year.

BENTON M'MILLIN

Elected Temporary Speaker of the House Yesterday.

THE CONDITION OF SPEAKER CRISP.

It Will Be Two Weeks Before He Can Come Out.

LINDSEY, OF KENTUCKY, THE LUCKY MAN.

He Is Appointed on the Interstate Commission to Succeed the Late Mr. Bragg.

WASHINGTON, January 5.—The condition of Speaker Crisp continues to improve, but it will probably be at least two weeks before his health will permit him safely to resume his duties as presiding officer.

The speaker was consulted as to his wishes in reference to a speaker pro tem of the house. He said that the rules did not give him authority to name a temporary speaker, and that he did not wish to express any preference, but to leave it to the members of the house, uninfluenced by him, the selection of speaker pro tem. There was a general feeling on the part of the democratic members in favor of the selection of Mr. McMillin, of Tennessee, as presiding officer.

McMillin Is Speaker Pro Tem.

At noon the house was called to order by Clerk Kerr.

On motion of Mr. Springer, Mr. McMillin, of Tennessee, was elected temporary speaker.

Mr. Mills was granted an indefinite leave of absence.

The states were then called for the introduction of bills. Every representative is fortified with a large number of measures, and the prospects are that all will now be completed within two days.

The following were introduced and appropriately referred:

By Mr. Herbert of Alabama—For the appointment of a special committee to investigate the operation and effect of the customs administration act.

By Mr. Oates of Alabama—Authorizing the National Banking Association to loan money on real estate security; also to define and punish blackmailing; also to regulate immigration; also to dispose of the interest of the Virginia Indemnity fund.

By Mr. Breckinridge of Arkansas—For the admission of Indian Territory as a state.

Kilgore Objects.

Mr. Blount interrupted the call and asked unanimous consent for the immediate consideration of the senate resolution authorizing the secretary of the navy to employ a United States vessel best adapted to that service for the purpose of transporting contributions to the inhabitants of those provinces of Russia that are suffering from want of food, and if necessary to charter vessels for that purpose. He asked for its immediate consideration and to stand on the floor of the house.

By Mr. Watson of Georgia—To place juries on the free list; also to prevent the payment in advance by the secretary of the treasury of interest bonds; also to create an agency for the erection of public buildings at the following points, among others: Selma, Ala.; Natchez, Miss.

In the Senate.

Mr. Washburn introduced a joint resolution authorizing the secretary of the navy to employ any United States vessel best adapted to that service for the purpose of transporting contributions to the inhabitants of those provinces of Russia that are suffering from want of food, and if necessary to charter vessels for that purpose. He asked for its immediate consideration and to stand on the floor of the house.

The president's message on the same subject was laid before the senate.

Mr. Harris said that he would not antagonize the joint resolution but would vote against it. It was amended by limiting the appropriation to \$100,000 and was then passed.

Presidential Appointments.

The president consented to the senate the following nominations:

Interstate commerce commissioners: James W. McMillin, of Iowa, vice Thomas M. Cooley, resigned; William M. Lindsey, of Kentucky, vice W. L. Bragg, deceased; William R. Morrison, of Illinois, (reappointment).

Andrew P. McCormick, of Texas, United States circuit judge for the fifth judicial circuit.

The Contested Seats.

The following is a complete list of the contests for seats in the house of representatives for the fifty-second congress, notice of which have been filed in the clerk's office:

John A. McPherson vs. Louis W. Turpin, fourth district of Alabama.

Henry T. Noyes vs. Hosea H. Rockwell, twenty-eighth district of New York.

John E. Reynolds vs. George W. Shank, twelfth district of Pennsylvania.

Thomas H. Greely vs. Edward Scull, twelfth district of Pennsylvania.

Alexander K. Craig vs. Andrew Stewart, twenty-fourth district of Pennsylvania.

Thomas E. Miller vs. William Ellick, seventh district of South Carolina.

Stewart's Silver Business.

A strange twist was given the silver question today by the introduction, by Senator Stewart, of a resolution in the senate to investigate the question of whether or not a law passed in 1837, for the coinage of gold and silver deposited in the mints, has ever been invalidated. E. D. Clark, of Cleveland, discovered the statute, and a cursory examination fails to disclose anything which repeals or violates it. Should it turn out that this law is still in force, free coinage would be a reality without additional legislation.

The Policy of Retaliation.

The president is now engaged in the preparation of a proclamation of retaliation against those countries which have refused to enter into reciprocal trade relations with this country, and will probably have it ready for issue before the end of the present week.

A Whole Posse Killed.

LIBERT, Kan., January 5.—In Springfield, the county seat of Sevier county, this morning, the sheriff and three deputies were killed by a squad of men in ambush.

WHERE IS RACHEL?

A Deserted Husband and Troubled Father Searching for a Wife and Daughter.

Messrs. H. B. Halley and H. Plaitley, both prominent business men, of Jacksonville, Fla., were in the city yesterday on an important mission.







## BOUND TO BREAK UP.

A Sensational Prediction About the Richmond and Danville System.

## HEADQUARTERS TO BE REMOVED.

So Says a Gentleman Who Stands In With the Powers in the Great Corporation.

New York, January 5.—[Special.]—It has been developed that Hon. Pope Barrow, of Athens, Ga., met General Samuel Thomas in Washington on last Saturday, and he was instructed by General Thomas to vote the stock held by the Terminal company in the election on Monday at Savannah for directors of the Central railroad for such men to fill the vacancies of the board as he might select from the most prominent citizens of Georgia who are interested in the stock of the Central railroad.

## The Proxies Sent to Barrow.

The proxies were sent from New York by General Sorrell and delivered to Mr. Barrow Monday morning at Savannah, and he selected the new members of the board in the election on Monday. It is also stated that Mr. Barrow was given instruction at the same time by General Thomas to reorganize the attorneys of the road in Georgia, and by all means to reduce the expenses. There are great complaints here about the expense of litigation of the roads connected with the Terminal system in Georgia. Very heavy verdicts have been rendered and the law fees are enormous, and there are very great complaints about the whole matter in the Terminal board.

## Certain Things to Happen.

A reliable railroad man, who is well acquainted with the railroad situation in Georgia, said today that we might look out in Georgia for certain things to happen: First, the headquarters of the Central would be moved back to Savannah; the headquarters of the Terminal system would go back to Richmond, not to Washington. George S. Scott, of the First National bank in New York, would again be elected president of the Richmond and Danville railroad; Worthington, of Washington, would be the general counsel for the Terminal system.

## The System to Be Broken Up.

The present Terminal system would be broken up as follows: The Central and Georgia Pacific would be put in one system, with Superintendent McBe in charge; the Richmond and Danville from Atlanta to Washington would be in charge of Mr. Thompson, who is now assistant general manager of the system; and the roads in South Carolina and western North Carolina would be in another system, the manager of this system to be selected.

## A Receivership for the Central.

This gentleman thinks that after the roads are organized in this way that the East Tennessee road will be played to injure the business of the Central, and in that way the road will fail to pay, and will eventually go into the hands of a receiver. This is his idea of what will result. All we can do is to wait and see if his predictions are true. He has given full scope in his predictions, so that as it occurs we can tell if it is true. Of course, if he means any of the important prophecies above made we may know that he is wrong as to the results that will follow.

## The News in Atlanta.

SOME RUMORS TO THE SAME EFFECT ARE CURRENT HERE.

"The Central's headquarters will be moved back to Savannah, the Richmond and Danville to Washington, the Georgia Pacific to Birmingham, or signs mean nothing," declared a gentleman last night, who has certainly had an opportunity to see the inside workings of the controlling powers in the Richmond Terminal.

"You will see the unity of the Richmond and Danville system as it stands now, broken up. Then the East Tennessee will be used as a club to smash each road, one at a time. The Central will be the first victim. Oh, I don't pretend to know which will be the second, but the Georgia Pacific, like a sick man, can be shoved over at any moment. It's short work and vigorous opposition would make of that line."

It was the spokesman himself who gave this prediction exceptional significance.

Continuing, he said: "Does any one suppose that the fight which the East Tennessee began a few weeks ago on the Georgia Pacific and the Central means nothing? First, the East Tennessee was let into the union depot here. Next it and the Queen and Crescent invaded the Georgia Pacific's territory and the East Tennessee boasts of the success which is greeting it there. Then an active fight was begun at Savannah. All this, though, is merely the beginning."

"That new board of directors elected at Sa-

vannah yesterday is a strong one and before the year is out Savannah will be congratulating the board upon bringing back to that city the general officers of the company and all the men who were moved away. That will delight Savannah, but it will be only a preliminary move on the chess board of the Terminal's management. If it is possible for the Central to prevent the breaking of the lease to the Georgia Pacific, the minority stockholders may checkmate the plan of the Terminal. To me the future is full of reversals and reorganizations with the present capitalizations and bonded and floating debt wiped out."

"But Brice and Thomas do not hunt ducks with a brass band."

"You mean that they do not tell what they are going to do? That is true, but when you see a man with a bandaged eye going to a dentist you conclude that he has the tooth-ache. When you see those gentlemen taking charge of a railroad you can guess what is going to happen to it without straining your guesser."

The gentleman who made this prediction is in a position to know almost as much about the Terminal as any one who is on the inside. There are people always who profess to know a great deal about the Terminal, and it is really surprising how much is often foretold. Coming events do cast their shadows ahead of them, sometimes, though in railroad matters they are about as frequently cast behind.

A prediction, in reference to the breaking up of the Richmond and Danville consolidated system, derives its force from the prophet. Not many weeks ago Captain W. H. Green stated to a constitutional representative that the headquarters would not be moved away from Atlanta so long as he was general manager. New developments have occurred since then, however, and yesterday the report was that he is to be made a vice president. He is in the north now, and his assistant, Mr. Thompson has also been summoned to the north. Mr. Thompson has been mentioned as the coming general manager, and he would make an able one.

Mr. Cecil Gabbett was to be superintendent of the South Carolina division of the Richmond and Danville line. The Columbus Enquirer-Sun quotes him as having said on Monday: "As far as my taking the suggestion of the South Carolina division of the Richmond and Danville is concerned, I can give you no information, for the reason that the execution of all plans has been stopped. It was proposed to move Mr. Dodson to the Atlanta and Charlotte Air-Line and put me in the South Carolina division, but orders have been issued from headquarters—exactly what they are I cannot tell you—holding everything in abeyance for the present."

When the plans for taking Mr. Gabbett back were made the Calhouns were in the Terminal, and their policy was to preserve the consolidation as it exists. And they were in when Captain Green stated that the headquarters would remain in Atlanta so long as he was general manager.

By the way, Mr. Gabbett passed through Atlanta last night, bound for New York, where he was called by an urgent telegram. He is likely to figure somewhere in the Danville's lines before long.

The Kiser building is leased by the Richmond and Danville for two years, at a rental of \$12,500 a year. If the headquarters were removed from Atlanta the railroad could sublet the building, no doubt. The Central's offices in Savannah are practically deserted now, and rent would be saved by going back. Consolidation with headquarters in Atlanta was the cherished plan of Messrs. John T. Inman, Pat Calhoun and John C. Calhoun. Now that the Calhouns no longer have a voice in the councils of the Terminal, their policy in many respects is apt to be thrown aside and a new one adopted.

Not until the O'leto committee reports, however, is any prediction more than speculation.

## Captain Jackson in Charge.

HE IS NOW ACTING AS GENERAL SOUTHERN COUNSEL OF THE RICHMOND AND DANVILLE.

Captain Henry Jackson has taken temporary charge of the Richmond and Danville's law department here.

When Calhoun, King & Spaulding were made general southern counsel of the system, Captain Jackson, who had counsel general counsel of the Georgia Pacific, remained as assistant counsel of that company and became assistant counsel of the Richmond and Danville.

Upon the resignation of Calhoun, King & Spaulding Captain Jackson was wired from New York to act as counsel pending reorganization of the system's law department.

King & Spaulding volunteered to assist Captain Jackson until the proper transfer of the business can be arranged. He stated yesterday that he has not the force at present to dispatch the enormous legal business connected with the Richmond and Danville.

Hon. Pope Barrow, of Athens, will again be prominently associated in the Richmond and Danville's counsel, it is said.

Judge Hammond, who represented the petitioners in the application at Savannah on Monday for an injunction to restrain the Richmond Terminal from voting its 40,000 shares of Central railroad stock, says that he is not interested in any movement on the part of the minority to break the lease. If there is such a movement he has nothing to do with it, and no interest in it, he states.

## A SENSATIONAL INVENTION.

Made by Assistant Postmaster W. H. Smythe, for Use by the Government.

Major W. H. Smythe, the assistant postmaster, has invented a new lock drawer that gives promise of being widely adopted. He has drawn up the plans for it and will place eleven in the postoffice as soon as they can be made. A petition to the War Department in Washington will ask that they be put in general use here. The drawer is so arranged that the officials can make a petition to the War Department in Washington will ask that they be put in general use here. The drawer is so arranged that the officials can make a petition to the War Department in Washington will ask that they be put in general use here.

## Assessors Appointed.

The commissioners of DeKalb county have elected the following assessors: Colonel Charles W. Smith, Major W. J. Houston, Mr. J. W. S. Talley and Mr. S. Owen. An election for two commissioners of the county will be held today. The candidates are: James W. Goldsmith, of Stone Mountain, and Aaron B. Coffey, of Lithonia. They have no opposition, and their election is assured.

## The Comforts of Home.

This captivating little actress delighted another audience last night at DeGiv's opera house in "Will He Divorce Her?" She emphasized the good impression she made the opening night. Her acting is refined, yet strong and exceedingly effective. Should she return to Atlanta she will certainly receive a cordial welcome.

## The Comforts of Home.

Is the funniest production of Mr. William Gillette, so well known for his delightful comedies. To see this play is to treasure in one's memory an untold amount of happy reminiscences. The remembrance of which one will delight many times in his life, and to concentrate in two hours and a half more enjoyment than an ordinary mortal usually gets for his share in six months. Everybody ought to go and laugh at the comic situations and witty sayings that Mr. Gillette has heaped in his comedy.

## The Comforts of Home.

The play was given in Birmingham last week, and The Age-Herald proclaimed it the gem of the season in the comedy line.

## The Comforts of Home.

Mr. E. H. Sothorn, whose charming comedy performances in "Lord Chumley" and "The Highest Bidder" have made him so high a reputation among stars of the day, will make his first southern tour, and will make his first appearance in Atlanta early in February, when he will present his great New York comedy, "The Comforts of Home," under the management of Mr. Daniel Frohman, of the New York Lyceum theater.

## The Comforts of Home.

She Can't Cancel. Sarah Bernhardt, playing to crowded houses, and her manager has telegraphed to Atlanta to postpone her coming visit. It is to be hoped Mr. DeGiv will not consent to any cancellation of her date here.

## The Comforts of Home.

Legal Day in Rome. ROME, Ga., January 5.—[Special.]—A large number of transfers of real estate took place in Rome today. The executor of the estate of Judge A. R. Wright, deceased, sold at public outcry the city property on Fifth avenue. The lots were situated just opposite the site of the new courthouse. The property brought \$11,000.

## The Comforts of Home.

Colonel Nesbitt in Outburst. CUTHBERT, Ga., January 5.—[Special.]—Decision of the Agricultural Society addressed a large body of citizens at the courthouse today. It was regular sales day and county alliance meeting, so a large number of farmers were present. The address was well received.

## WAITING TO COME IN.

Only Thirty Days' Work Needed to Complete the G. C. and N.

## ITS DEPOT SITE ALREADY LOCATED.

Trains Will Not Get Into the Union Passenger Station at Present—Some Knotty Law Points.

The Georgia, Carolina and Northern's speedy entrance into Atlanta is dependent solely upon Judge Marshall Clark's decision in the injunction case of the Georgia road.

The Georgia, Carolina and Northern has a terminal site at or near Hill and East Hunter streets, a short distance south of the Georgia railroad track.

"We can have trains running into Atlanta in thirty days if we are allowed to come in over the Georgia road's right of way," said a gentleman connected with the road, yesterday.

This company bought a strip from the Georgia road from Johnson's to Hulse's, four miles, for \$37,000.

Now the Georgia, Carolina and Northern wants to condemn a part of the Georgia road's unoccupied right of way from Hulse's to its depot site.

"All we ask is ground enough for a double track," said the gentleman. "Mr. Robinson does not propose to have his shifting yard in the city limits. He has secured property for a yard beyond the limits, and the trains will be made up out there."

Two very pretty and novel points are involved in this case. The Georgia company resists the Georgia, Carolina and Northern's effort to condemn right of way on the Georgia road's right of way and argues that the Georgia, Carolina and Northern is constitutionally chartered. The argument is that all railroad charters which were specially granted by the legislature since the constitution of 1877 are illegal. A provision of the constitution is that the general assembly shall pass no special legislation where there is a general law covering the same ground. At least half a dozen railroad laws obtained special charters and been construed under them since the constitution was adopted. If a special charter is unconstitutional none of these roads would have a legal existence. They represent many millions of dollars, and while the point against their charters is a pretty one for lawyers to wrestle with, it is not likely that the courts will hold that such roads are illegal corporations.

The Georgia, Carolina and Northern got a charter under the general law from the secretary of state, but fearing that it was not good or strong enough, another was secured from the legislature. This special act specifically gives the Georgia, Carolina and Northern the power to condemn a right of way on the Georgia road's right of way.

In its answer, the Georgia, Carolina and Northern questions the soundness of the constitutional provision on this point. Another knotty point is the claim set up by the Georgia, Carolina and Northern, that the right of eminent domain does not vest in the corporation acquiring the right of way there under, sale or exclusive title and use to the same. The principle is that private property taken for public use is converted from a lower to a higher purpose. Further than this, it is maintained by the Georgia, Carolina and Northern that it would have the right to condemn even tracks used for switching, and take them for use as a main line, for that would be converting said tracks to a higher use. It is but a step further to maintain that a railroad would have to yield joint use of its main track to another line if there was no other way for the new line to reach its terminal.

The Georgia, Carolina and Northern is furnishing its bridge over Peachtree creek and if it gets the consent of the courts to lay tracks on the Georgia road's right of way, the trains will soon thereafter be running into the city.

Economy: "100 Doses One Dollar." Merit: "Feculiar to Itself." Purity: Hood's Sarsaparilla.

## A SATISFACTORY PERFORMANCE.

Of "The Heir at Law" by the Atlanta Stock Company.

Last night at Edgewood theater the Atlanta Stock Company gave a thoroughly enjoyable production of that sterling old comedy, "The Heir at Law."

The performance was in all respects superior to that of the opening night, and the audience was larger.

Mr. Wilfred Clarke made a capital "Dr. Pangloss."

Mr. Walter Hale showed some ability.

Mr. R. C. Chamberlain shared the honors with Mr. Clarke. He is a natural, virile, yet painstaking actor.

Miss Victoria Bateman is graceful, arch and cunning, and a capital actress.

The Atlanta Stock Company, headed by Mr. Wilfred Clarke and Miss Victoria Bateman, will present "The Heir at Law" at Edgewood Avenue theater this afternoon and evening.

The audiences at the Edgewood since Monday evening have been unusually large and appreciative.

The matinee prices for this afternoon will be 25 cents for any portion of the theater. Never in the history of theatrical affairs in Atlanta have the people of this city been offered such excellent shows as the Atlanta Stock Company is giving at the Edgewood Avenue theater at such low prices of admission.

The company throughout is composed of first-class artists, conscientious, capable and painstaking people, and their efforts are meeting with the hearty approval of the theatergoing public.

## The Comforts of Home.

Corra Tanner.

This captivating little actress delighted another audience last night at DeGiv's opera house in "Will He Divorce Her?" She emphasized the good impression she made the opening night. Her acting is refined, yet strong and exceedingly effective. Should she return to Atlanta she will certainly receive a cordial welcome.

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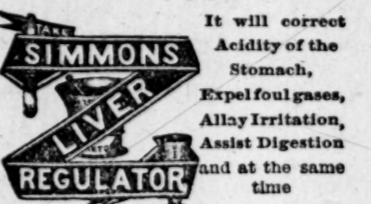
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## DYSPEPSIA

Is that misery experienced when suddenly made aware that you possess a diabolical arrangement called stomach. No two dyspeptics have the same predominant symptoms, but whatever form dyspepsia takes

## The underlying cause is in the LIVER,

and one thing is certain no one will remain a dyspeptic who will



It will correct Acidity of the Stomach, Expel foul gases, Alleviate Irritation, Assist Digestion and at the same time

Start the Liver working and all bodily ailments will disappear.

"For more than three years I suffered with dyspepsia in its worst form. I tried several remedies, but they afforded no relief. At last I tried Simmons' Liver Regulator, which cured me in a short time. It is a good medicine. I would not be without it."—JAMES A. ROANE, Philad., Pa.

See that you get the Genuine, with red Z on front of wrapper.

PREPARED ONLY BY J. H. ZEILIN & CO., Philadelphia, Pa.

## Weather Reports,

with map, posted daily at our Corner Window.

"An honest tale speeds best, being plainly told."

For January:

Any suit

that you like,

and that fits you,

in our stock,

is yours

for

10 and 20 per cent

off price.

This includes

everything.

As for

overcoats,

you pick

the

overcoat—

we

do

the

rest.

You'll not

find

fault with

the

prices.

A. Benfield for

EVERYTHING IN MEN'S ATTIRE

24 Whitehall Street, Corner Alabama.

Friday and Saturday, January 8th and 9th.

Matinee Friday at 2:30.

The Great Hit of the Season,

William Gillette's

Upstairs production, under the direction of

Charles Frohman, as produced in New York, London, San Francisco and all parts of the world, over

1,000 times.

"All the Comforts of Home."

Buy your tickets early if you want to get a good seat. Usual prices. Jan 5 & 6

EDGEWOOD AVE. THEATER.

COMMENCING MONDAY, JANUARY 4TH.

Grand Inaugural of ATLANTA'S FIRST STOCK COMPANY.

Headed by the Inimitable Comedian,

WILFRED CLARKE,

Supported by

MISS VICTORIA BATEMAN

And a Company of Actors.

OPENING PLAY:

"THE HEIR AT LAW."

Mr. Wilfred Clarke, as Dr. Pangloss, LL.D. and

A. S. S. and Fekid Homespun.

Tuesday, Wednesday Matinee and Night:

"THE HEIR AT LAW."

Thursday, Friday, Saturday Matinee and Night:

CAST.

Popular Prices, 15, 25, 50 and 75; no higher.

Seats on sale at Beerman & Silverman's.

NOTICE.

Dissolution of Co-Partnership.

THE CO-PARTNERSHIP HERETOFORE EX-

isting under the firm name of Yalowitz & Weinberg, 185 Decatur street, has this day been dissolved by limitation of co-partnership and by mutual consent.

Sam Yalowitz alone is authorized to collect all outstanding accounts and to accept for same, and assumes all the liabilities of the old firm and sign the firm name for liquidation purposes.

F. WEINBERG, SAM YALOWITZ.

Atlanta, Ga., January 5, 1892.

DEFERRING TO THE ABOVE DISSOLUTION

notice, I have this day formed a co-partnership with my brother, M. Yalowitz, said firm to be known as Yalowitz Bros., and will continue business at the old stand.

LAFWITZ BROS.

## STATEMENT OF THE CONDITION OF THE

Atlanta Trust and Banking Co.,

Located at Atlanta, in the State of Georgia, on the 24 day of January, 1892.

RESOURCES.	LIABILITIES.
Notes and bills discounted.....\$305,972 92	Capital stock, paid up.....\$150,000 00
Over-drafts.....1,114 95	Undivided profits.....41,742 12
Bonds, stocks, or other securities.....5,000 00	Due banks and bankers in the state.....7,121 62
Furniture and fixtures.....9,082 00	Due banks and bankers without the state.....62 50
Due from state banks and bankers.....5,625 64	Due unpaid dividends.....10 00
Due from banks or bankers not in this state.....57,151 86	Subject to check.....\$133,289 94
Cash on hand, viz:	Time certificates.....37,143 89
Currency.....\$24,013 00	
Gold.....4,573 00	
Silver.....1,323 00	
Uncollected checks.....5,806 44	
Other cash items, viz:	
Current expenses.....\$7,025 28	
Taxes paid.....3,758 55	
	\$429,406 05

CLASSIFICATION OF NOTES AND BILLS DISCOUNTED—OTHER DEBTS DUE TO SAID BANK.	
In suit.....\$ 336 70	Good.....\$305,972 92
Not in suit.....305,634 22	
	\$305,972 92

STATE OF GEORGIA, FULTON COUNTY.—Before me came Alonzo Richardson, Cashier

# A HEAVY

**Is Foreclosed Against  
Her Com  
AND ITS DOORS HA  
Other Mortgages to Be  
Depression in Be  
the Fa  
The Atlanta Rubber  
forced to the wall.**

stock amounting to \$24,000.  
Today two other mortgages for  
\$11,429.93 will also be foreclosed.  
The first mortgage is held by  
Belting and Packing Co. of  
\$2,500 by the American

Then there are about \$1,000,000 of unsecured debts of the company are about \$1,000,000, and the assets are about \$1,000,000.

ized in Atlanta eight years ago. The business has steadily increased since that time until this year. The only drawback is that the company have always been slow to pay. Their credit was good in business.

Chase, president; S. F. and George F. Covell, s. All the stock of the co three gentlemen.

Mr. C. H. Chase was talked freely about the ment.

"It was caused," said retailing slow trade.

prevailing slow trade, a  
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business, as we get mos  
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"Our trade," Mr. Ch  
last six months, in con

"I cannot say yet. I  
to organize some new  
to carry it on. But we

Mr. Chase states that he secured indebtedness of \$1,000,000. He says that there is no money and papers that the business would New York Belting and

No firm or bank in thing by the failure. are eastern creditors. A fight may be made and they may try to se

LEGAL S

And a Great Deal of  
for  
It was legal sales day  
A large amount of pr  
of the courthouse—p  
Wm. Green and part b

The latter was the tax  
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the customary twelve  
became open to any  
the necessary costs.  
One hundred and  
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up. Of these thirty-  
the original owners  
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erty of the city,  
bought by Atle  
\$2,605.30. The tax  
Reinhardt and Turner  
out the sale.

Mr. Will Green also of the courthouse.  
He first sold 158 shares of laundry stock to J. M. Bentley. Its par value was \$1.00 per share. A mule, a buggy and other things were sold by J. M. Bentley to W. I. Dickson for \$146.

A lot on the corner of streets belonging to C. up. The purchaser was than a half hour after against the property amount called for by \$85. The lot brought

At an administrative farm on the Greene James White for \$1, acres in size.

A lot on Crumley Farrar estate was bid for \$305.

The last sale was to the  
hoochee street to J. M.  
merly the property of  
ABOUT THE  
The Work of the T

Three courts were in session yesterday disposing of a little work was accomplished. Judge Marshall Clay presided in the small case appealed from his court adjourned. Judge Westmoreland presided in disposing of a damage

Pollie Fuller vs.  
 railroad for \$10.00  
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 Fuller was run  
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 be concluded today.  
 In Judge Van Epps  
 John Ryan for dam

**Court**  
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Nathan Massey

Ordinary Calhoun all  
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and guardianship.

Bailiff John Money  
Jean Smythe back  
Will McMillan. He  
he would like to serve

Next week Judge [illegible] on the criminal cases will be heard.

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The county comm  
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WINE WA

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J. N. Craig and Dr.  
"The Unity of the  
and ably handled.  
will be in charge  
doubt be very inter-  
to attend them.

## A HEAVY MORTGAGE

Is Foreclosed Against the Atlanta Rubber Company,

AND ITS DOORS HAVE BEEN CLOSED.

Other Mortgages to Be Foreclosed Today.

Depression in Business Caused the Failure.

The Atlanta Rubber Company has been forced to the wall.

Yesterday afternoon a mortgage on its stock amounting to \$24,091.59 was foreclosed.

Today two other mortgages aggregating \$11,429.93 will also be foreclosed.

The first mortgage is held by the New York Belting and Packing Company; another for \$2,500 by the American Trust and Banking Company, and one for \$8,929.93 in favor of the Southern Rubber Company.

There were about fifteen thousand dollars of unsecured debts. The total liabilities of the company are about fifty thousand dollars, and the assets are estimated at \$30,000.

The officers of the company attribute its failure to the general hard times.

The Atlanta Rubber Company was organized in Atlanta eight years ago, and its business has steadily increased every year since until this year. The obligations of the company have always been promptly met, and its credit was good in business circles.

The officers of the company are: C. H. Chase, president; S. P. Allen, vice president, and George F. Covell, secretary and treasurer. All the stock of the company is held by these three gentlemen.

Mr. C. H. Chase was seen last night and talked freely about the company's embarrassment.

"It was caused," said he, "by the generally prevailing slow trade, and from losses by failure of some of our customers. The general depression in all lines of trade has been more keenly felt by us than in any other line of business, as we get most of our trade during the wet weather."

"Our trade," Mr. Chase continued, "in the last six months, in comparison to corresponding periods of the two years previous, has fallen off fully 40 per cent."

"The business has continued," Mr. Chase was asked, "I mean to say that I intend to try to organize some new combination of capital to carry it on. But we have no detailed plans as yet."

Mr. Chase states that the mortgages given secured indebtedness different from the ordinary indebtedness. They covered loans of money and papers that had been extended.

He says that there is no truth in the report that the business would be continued by the New York Belting and Packing Company.

No firm or bank in Atlanta will lose anything by the failure. The unsecured creditors are eastern creditors.

A fight may be made by them for a receiver, and they may try to settle the mortgages.

LEGAL SALES DAY.

And a Great Deal of Property Was Put Up for Sale.

It was legal sales day yesterday.

A large amount of property was sold in front of the courthouse—part by Deputy Sheriff John Green and part by Mr. Mark Woodward, assisted by Mr. Charles Rice.

The latter was the tax collector's sale. The property had been in the hands of the city for the customary twelve months, and yesterday became open to any buyer, provided he paid the necessary costs.

One hundred and seventeen lots were put up. Of these thirty-five were bought by the original owners or others, and brought \$1,065.20. The rest became the property of the city, eighty-two lots being bought by Mr. Woodward.

The tax committee—Messrs. Rice, Reinhardt and Turner, were present throughout the sale.

Mr. Will Green also had a busy time in front of the courthouse.

He first sold 158 shares of Excelsior Steam laundry stock to J. M. Bentley for \$22.25 a share. Its par value was \$25.

A mule, a buggy and some harness owned by J. M. Bentley were bought in for him by T. L. Bishop for \$146.

A lot on the corner of Wheat and Hilliard streets belonging to Charles Harper was put up. The purchaser was Newton Cater. Less than a half hour afterwards another claimant appeared, the property was again sold, and the amount called for by a \$100 which he held, \$85. The lot brought \$685.

At an administrator's sale the Larkin Baker farm on Green street was sold by J. M. Bentley for \$1,300. It was exactly 100 acres in size.

A lot on Crumley street owned by the Mary E. estate was bought by Patsy Dawson for \$300.

The last sale was that of a lot on Chattahoochee street to J. B. Redwine for \$70, formerly the property of Sam Johnson.

ABOUT THE COURTHOUSE.

The Work of the Three Courts Trying Civil Cases.

Three courts were in session in the county courthouse yesterday disposing of civil cases. But very few of the cases were complicated.

Judge Marshall Clark rendered a decision in a small case appealed from the justice court, and his court adjourned.

Judge Westmoreland's court was engaged in disposing of a damage case. It was the case of Folie Feller vs. the Atlanta and Florida railroad for \$10,000 damages and \$2,000 for services.

The child of Folie Feller was run over by an Atlanta and Florida train and its legs cut off. The hearing of the case occupied the entire day's session, and will be concluded today.

In Judge Van Epps' court the case of Conkle vs. John Ryan, for damages, was closed.

Court of Ordinary.

A large number of wills are before Judge Calhoun to be proved and recorded in the January term of the court of ordinary.

The will of the late Andrew J. Miller was proved in solemn form and ordered to be recorded. Also the will of David William Nathan Massey and Mary Lucy Boyd.

Ordinary Calhoun also granted a large number of orders to sell land and letters of administration and guardianship.

Bailiff John Monaghan would like to have Miss Jean Smythe back in Atlanta to testify against Jean Smith. He is a subpoena for her which he would like to serve, but she is in Greensboro, Ind., and a witness cannot be forcibly carried from one state to another. Unless Miss Smythe wishes to, she will not come back to Georgia.

Next week Judge Richard H. Clark will begin on the criminal calendar, and some interesting cases will be heard.

A new schoolhouse is being built near Pace's ferry, in the western portion of the county.

The county commissioners will meet today, and the meeting will be an important one.

WINE WAS NOT DISCUSSED

During the Session of the "Ministers' Meeting" Last Monday.

Rev. T. P. Cleveland, secretary of the Ministers' Evangelical Association, sends the following card to THE CONSTITUTION:

"In the report of the 'ministers' meeting' of Monday, the statement was made that there was some discussion over this, viz., 'A Banquet or Spread,' the question of wine entering into the discussion."

Now, that language is misleading. There was no discussion at all as to whether or not wine, but in the friendly interchange of opinion as to having a banquet or spread at all. It is mentioned that the question of wine was given to demonstrate the fact that there could be a spread without wine, and yet one not devoid of a feast of reason and of good cheer."

T. P. CLEVELAND, Secretary.

In Behalf of the Association.

The Week of Prayer.

The second service of the week of prayer was held at the Christian church last evening. Despite the unpleasant weather, the attendance was even larger than on the night before. Dr. G. B. Bricker conducted the services, assisted by Dr. J. S. Craig and Dr. H. H. Barrett. The topic was "The Unity of the Church." Mr. Barrett was the soloist. Tonight Rev. C. P. Williamson will be the soloist. The service will be held at 7:30 p. m. and will be very interesting. Every one is invited to attend them.

## Prices of Cream Baking Powder

A Pure Cream of Tartar Powder. Superior to every other known. Used in Millions of Homes—40 Years the Standard. Delicious Cake and Pastry, Light Flaky Biscuit, Griddle Cakes, Palatable and Wholesome. No other baking powder does such work.

## TWO BROTHERS.

Uncle Sam Issues a Warrant for Them Both Yesterday.

CHARGED WITH INTIMIDATING A WITNESS

A Good Showing at the Postoffice—Other Gossip from the Departments of the Custom House.

Two brothers in Union county are in deeper trouble than they have bargained for.

They thought themselves guilty only of disorderly conduct, but the government has a decidedly more serious charge against them.

Several days ago Will Satterfield, a United States witness against some moonshiners, was attacked in Union county. His assailants proved to be the Thomas boys, who were out on bond awaiting trial for illicit distilling.

Satterfield was roughly handled and he reported the affair.

Yesterday warrants were issued for the arrest of the brothers on the charge of intimidating a witness at the postoffice—a penitentiary offense—and a deputy marshal instructed to execute them.

Together with the trial for moonshining the Union county men will have some bitter music to face at the next term of court.

An Important Docket.

The next criminal term opens on February 15th, and a calendar of felony cases only has been arranged for it.

The celebrated Elberton election case, charging five men with conspiracy and intimidating voters at the polls, will first be called.

Then will come the cases against Lassiter, of Walker county; Merrill, of Carroll, and Nelson D. Martin, of the same county, for robbing the mails.

The Stanley embezzling case will be heard next, and after that perjury, pension fraud and conspiracy charges will be put on in rapid succession.

Atlanta's Good Service.

Postmaster J. R. Lewis is happy, and he certainly has good cause for it.

The local postoffice has undoubtedly become wonderfully proficient.

The list of advertised letters will go to add to its reputation in that respect.

Two years ago, the first week of January showed a list of 576. Last January this had decreased to 412. The past week, however, showed certainly an agreeable surprise, when 239 letters were necessary to be advertised.

This is the case, in spite of the growing city and an increase of 30 per cent in the business of the postoffice in that time.

Whenever an address is insufficient, a communication is forwarded to the sender of the letter or of the notice named on the envelope, and more definite information asked for. As a result of this policy, 330 letters reached their proper owners week after week last that would have gone to the dead letter office.

If every one who corresponds would place his own address on the envelope, said Mr. E. F. Blodgett, yesterday, "we might have some weeks where we would not have to advertise a dozen letters."

It's a splendid record, anyhow, and one to be proud of.

Here is an evidence of the growing business of Uncle Sam.

The count of the immediate delivery letters for local distribution during the past year was concluded yesterday. In the corresponding period of 1889, the number was 3,743; for 1890 it had increased to 4,705. For the six months just ending, the number jumped up to 5,863.

The Eligible List—the names from which appointees are chosen—expired in the carriers' department a few days ago, and yesterday an examination was held at the postoffice.

There were ten who took the examination in writing from copy and dictation, arithmetic, reading addresses, the geography of Atlanta and deciphering abbreviations. It was conducted by Messrs. Blodgett and Rice of the local civil service board.

There are now thirty-four regular carriers and ten substitutes. The applicants yesterday who got a percentage of 70 or over, will be placed on the eligible list and stand a splendid chance now of a very early appointment.

Will Keep Them Busy.

Twenty-one warrants for the arrest of moonshiners were yesterday approved by District Attorney Darnell, and they will be sent out to be served today.

It is one of the biggest records in many a month and will keep the deputies hustling.

COMMISSIONER WYLIE.

That Is What It Will Be This Morning. He Qualified Yesterday.

Captain Dave Wylie, the newly elected commissioner of public works, yesterday took his oath of office and furnished the required bond of \$5,000.

Today Mr. Mahoney, the recent incumbent, will step out and Mr. Wylie will assume the duties of the position for the ensuing term.

Under Mr. Mahoney were two inspectors—Mr. C. I. Brown the sidewalk, and Mr. Thomas Numan the street inspector. These positions are filled by the commissioner.

Whether these gentlemen will be retained by Captain Wylie is just now a matter of speculation.

At any rate there will be nothing to ruffle the smoothness of the office and everything will undoubtedly continue to work in clock-like shape.

PUBLIC EXERCISES

To Be Held Tomorrow Night at the Knights of Pythias Hall.

Tomorrow night the O. M. Mitchell post, Grand Army Republic, and the Woman's Relief Corps, will install their recently elected officers.

The exercises will be public, and give promise of being very interesting. There will be a campfire and a programme of vocal and instrumental music and recitations. The president of the Woman's Relief Corps, Mrs. W. M. Scott, will install the members of that body, of which Mrs. Captain N. S. Hill has been chosen president for the coming year.

At the conclusion of the exercises refreshments will be served.

The affair will be held at the Knights of Pythias hall, corner Whitehall and Alabama streets.

## ELECTROPOISE

## VICTORY!

Manufactured at Detroit, Mich., by Dr. Sanche, the Inventor and Discoverer.

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All Diseases Without Medicine!

On application, will furnish best city testimonials. For sale at \$25 cash, by

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No Stale Goods! No Inferior Goods, but the freshest and finest stock in America.

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for the finest French Candies, sweet

Florida Oranges, pure rich Mince

Meat, English Plum Pudding. We

have a limited quantity of fine Fire-

works, and offer them at cost

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PRIVATE, BLOOD AND SKIN DISEASES speedily, completely and permanently cured.

HYDROCELE AND VARICOCELE permanently and successfully cured in every case.

SPHILIS, GONORRHEA, GLEET, Syphilis, Scrofula, Scalding, Eruptions, Night Emissions, Decayed Facies, Female Weakness and all delicate disorders, to either sex positively cured, as well as all functional disorders that result from youthful folly or the excess of masturbation.

STRICTLY GUARANTEED permanently cured.

TO YOUNG AND MIDDLE-AGED MEN.

A SURE CURE. The awful effects of early vice, destroying both mind and body, with all its dredded ills, permanently cured.

DRS. BETTS, paired themselves by improper indulgence and solitary habits, which ruin both mind and body, unfitting them for business, study or marriage.

MARRIED MEN, or those entering on that happy life, aware of physical debility, quickly assisted.

A friendly letter or call may save you future suffering and shame and add golden years to life.

No letter answered unless accompanied by 4 cents in stamps. Address, or call on

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CARTER'S LITTLE PINK PILLS.

They regulate the bowels and prevent constipation. Are free from all crude and irritating matter. Very mild; easy to take; no pain; no griping. Purely Vegetable. Sugar Coated.

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Beware of Imitations and Ask for CARTER'S and see you get C-A-R-T-E-R-S.

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One of the best and most convenient hotels in the city is the Ballard House. Its location is just opposite the governor's mansion. It has suites and single rooms. Every convenience. The choicest fare. oct23-tly

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LOT I,

To be closed at

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Consists of good Pants worth \$4.50, \$5.00 and \$5.50.

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The age and gentleness of this whisky are guaranteed by the excise department of the Canadian government by certificate over the capsule of every bottle. From the moment of manufacture until this certificate is affixed the whisky never leaves the custody of the excise officers. No other government in the world provides for consumers this independent and absolute guarantee of purity and ripeness.

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B. H. &amp; C. D. HILL, ATTORNEYS AT LAW, Rooms 14, 15 and 16, Old Capitol, Telephone 439.

G. L. NOHRMAN, Architect, Old Capitol Building, Atlanta, Ga. ly

HUGH W. WASHINGTON, ATTORNEY AT LAW, Macon, Ga. Special attention to commercial claims, damages, corporation laws and matters of real estate in state and federal courts. sep2-6m

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Is just now receiving his Christmas supplies of fireworks, such as fire crackers, cannon crackers, torpedoes, Roman candles, sky rockets, Jamaica ruin, fine brandies, whiskies, wines and other goods for the holidays; also in the seed line, corn, barley and all kinds of grain seeds. Peter Lynch also has a branch store at 301 Peters St., where he keeps a better variety of seeds, hardware and other goods. Call and see him at either place, and he will try and suit you at his variety stores. Terms cash. dec 12-1m

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## TIME

Always means bargains for buyers. This time is no exception. The price on all odd Suits is way off. Every Cheviot and Cassimere Suit in the house reduced from \$2 to \$5 a Suit.

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